

ER 7-8447

MEMORANDUM FOR:

STAT

Attached for your information are copies of letters furnished by Paul Johnston, who was of the opinion their similarity was more than coincidental.

Mr. Johnston has been informed that copies are being passed to the FBI, as the agency of primary interest in such matters.

Assistant to the Director

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Attach. - 2

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O/DCI: ekt (28 Nov 55)

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ER 7-5915/a

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D. C.
OFFICE OF THE DIRECTOR

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NOV 5 1955

Mr. S. Paul Johnston
2 East Sixty-Fourth Street
New York 21, N. Y.

Dear Paul:

I appreciate your undated note
and the copies of the letters you
enclosed the other day.

Since, if these letters are
indeed more than plain coincidence,
it would be a little out of my
bailiwick, I should like to pass
them to our FBI liaison provided
you have no objection.

Faithfully,

STAT



Allen W. Dulles
Director

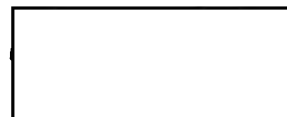
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* And/or to the OSI in



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31 October 1955

STAT

The attached came in for the Director today from Mr. Paul Johnston. Do you wish to handle, or shall it be given to the Director?

AT

S. PAUL JOHNSTON
2 EAST SIXTY-FOURTH STREET
NEW YORK 21, N. Y.

Memo for A.D.

Perhaps I am becoming unduly suspicious these days, but a certain similarity in the two letters attached struck me as possibly more than coincidental.

I know neither of these gentlemen. - Possibly they are just amateur collectors of Japanese air memorabilia, but the "pitch" seemed remarkably similar.

As a matter of fact, I do have a drawer full of photographs taken by the USSBS Aircraft Division (which was under my command) in my desk drawer.

If the envelopes are of no interest to anyone they should simply be destroyed -

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Mr. S. Paul Johnston

Dear Mr. Johnston:

As an aeronautical engineer, currently doing graduate work here at Cornell University, I have become quite interested in the technical history of aviation. On several occasions Dr. T. P. Wright has been able to help me out by furnishing recollections or material he has acquired covering areas of current interest to me, or by suggesting others who might be able to assist me.

In this last category, he suggested that I refer several questions regarding the Japanese phase of the U. S. Strategic Bombing Survey to you. If you could help me in any way, or can suggest anyone who might, it would be greatly appreciated.

As you know, the reports on the individual concerns in the Japanese aviation industry are the single best source of material on these companies activities, and as you also may know, these reports have long been out of print. Before reproducing them, since they would be of considerable use to me, I am making a number of efforts, commercially and otherwise, to locate a set. If you know of anyone having a set of these twenty reports that they are not using, and might be willing to part with, I would be happy to hear of them.

Also there are a number of illustrations of aircraft and production lines, or the remains thereof, in these reports which are of special interest. These are cases where other photos of the airplane or the plant seem to be nonexistent or at best very poor in comparison. Do you know if it would be possible to borrow or otherwise obtain photographic prints of these photos from any individual or agency? If you know of any of the people working for you on this job who may have taken additional photos of the Japanese aircraft or plants, I would also be interested in contacting them.

Any help you can give me along these lines would be more than welcome.

Sincerely yours,

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HA/ea

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Mr. Paul Johnson
c/o Institute of Aeronautical Sciences
2 E. 64th Street
New York, N.Y.

Dear Mr. Johnson;

I had quite a long talk with Pete Gross of Princeton, N.J. the other day, and he suggested that I drop you a line regarding Japanese aircraft in hopes that you may be able to offer a few leads and notes based on your experiences with the Strategic Bombing Survey team.

A little background on my interest.... I am a "bug" on Japanese aviation, particularly in the WWII period. I have, currently, probably the largest and most complete Japanese collection in the West in private hands. Currently I have two projects - one, long term, is "The Book" (as I now call it) which in time I hope to prepare on a history of Japanese WWII aviation - and two, short term (closing date is a little over a month away) is a series of four to five articles commissioned by the British magazine "Air Pictorial" entitled "Japanese Aeronautical Developments 1940-1945".

In both cases the data contained in the "Strategic Bombing Survey" reports would be invaluable to me. I have tried, not successfully, to obtain a set of these reports from numerous government agencies and have to date only been able to locate 2 reports. I do have the use of them in a local library, but this is very restricting to me as I cannot have the notes on hand when I need them for writing, etc. I would certainly appreciate any leads you could offer me in locating a set... or any individual reports.

A second, and immediate need, is photographs that I can use in my articles. If you still have any prints of the Japanese aircraft photos used in the reports I would appreciate the opportunity to buy, borrow or trade other material for them - and use them in print (with full credit of course). I realize that a number of years have elapsed since this material was in general circulation so it's only on a hunch that I make this request at all. In any event I'd appreciate any help at all on this.

Incidentally, perhaps you have a historical interest in Japanese aviation, and if so my collection is open to you at any time. If there is any particular phase of this that you are interested in I'll be glad to track it down and see what I've got on it.

(2)

While I've got the chance I'd like to add a few words of praise on the Strategic Reports themselves. Other than their intended purpose of revealing the extent of the bombing damage results, etc. they are a really invaluable historical work. The notes on the individual manufacturers' historical development, and the production figures of aircraft prior to the war period make them one of the sole sources of data in a period of Japanese aviation that is not chronicled in any other Western source. I have had the fortunate advantage (luck you might call it) to have access to some of the original manufacturer's records and by cross checking with these Japanese records and the USSBS records have been able to catalog an extensive listing of Japanese production.

The results of this cross checking of Japanese and American records has given the USSBS reports about a 98% accuracy record - enough to really impress me with the pedantic accuracy of these reports. As these were probably prepared in the typical American "I need them yesterday" style, and the fact that the teams were probably pressed for time, the record is all the more amazing.

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Sincerely,



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